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[WHOLE No. 61.]

SURVEY OF THE COAST.

Fourth report of F. R. Hassler, as superintendent of the survey of the coast, upon the operations performed in that work between the months of May and December, 1835; with an estimate of the appropriation required for the next year's work.

1. My report of last May has shown how much has been prepared by the primary and secondary triangulations of the preceding year; the works of 1817, and all the works connected with them; and how these have been furnished with the most essential element of an accurate base line.

2. The map of assemblage joined to my last report shows that near 30 maps were prepared, to be executed last summer, if the appropriation had allowed to carry on the topographical works with the activity which I had contemplated, and which it would have been most economical to make immediately.

3. My report also stated the different direction which I was compelled to give to the work under the circumstances which I have there detailed, and I must take here the liberty to refer to it.

4. This effect was still increased by the ordering of the schooner Experiment, in the coast survey work, to a station for which the necessary previous calculations had been deferred, with a view to begin the soundings of Long Island sound only next spring, as the state of the work as well as of the appropriation would naturally have dictated.

5. This circumstance necessitated me to stay in Washington with two assistants, all engaged in executing the calculations and projections, upon which all the detail works and soundings connected with it had necessarily to be grounded.

6. However, this delay gave me, also, the facility to attend more closely to the construction of standards of weights and measures, which is equally my task as the coast survey, according to the letter of the Treasury Department of 9th August, 1832; and upon which I render a separate account to the Treasury Department, under which it stands.

7. The reconnoitring and placing of signals for the junction of the survey of Maryland with the coast survey, by which the work is intended to be brought so much the quicker to the Chesapeake, as was always contemplated, could, on account of those circumstances, not be entered upon until in October, when Mr. Alexander joined me in Washington; from whence we proceeded selecting stations and placing signals on both sides of the Potomac and the western shore of the Chesapeake until Philadelphia, when the press of time required me to go to New York, and I committed the further examination to some of the assistants in the coast survey.

8. The works performed by my assistants during the last season are as follows:

Captain Swift has extended the triangulation between Connecticut and Long Island from New Haven so far easterly as the main triangulation would allow. Besides his very laborious task of keeping the very extensive and complicated countability over the coast survey expenditures, he has not been favored enough by the weather to present a completed result, though he has done much work. There are only two triangles required before a connected result can be presented; these works will then unite the work near New Haven with the eastern extremity of Long Island sound, near the Rhode Island state line.

Mr. Ferguson has made the secondary triangulation, which is included in my main triangulation of 1817, covering all the inner bay of New York, and the surrounding elevations of New York and New Jersey.

Mr. Blunt has extended his triangulation, begun the

year before, all over the part of Long Island west of the base line and Ruland's hill.

These two gentlemen joined their works by several stations common to both.

Mr. Renard has continued the topographical works which he had begun last fall, over the whole extent of Mr. Blunt's triangulation on Long Island, and a great part of the bay of New York, until to the Neversinks, over an extent of about 80 miles of coast. In this course he has, besides, constantly worked jointly with Lieutenant Gedney, to furnish him with the necessary fixed points for his operations of soundings.

Lieutenant Gedney has finished the soundings which he had begun in Great South bay, and from thence continued westwardly along the coast until the light-house of Sandy Hook, including all the offings and outer bar of the bay of New York.

Mr. Eakin has finished the topographical detail survey from the neighborhood of Black rock westwardly, until Narroton, between the turnpike and the shore; always furnishing Lieutenant Blake with determined points to ground his soundings upon.

Lieutenant Blake has made the soundings of the shore of which Mr. Eakin made the topographical survey, and was proceeding to the opposite southern shore, when the weather became so unfavourable as to prevent his progress in the work there, because that part of the shore presented no safe enough harbor for his vessel.

Lieutenant Mackay, after having assisted in Washington in the projecting and laying out of points for different detail and sounding maps, proceeded to the north shore of Long Island, opposite to Lieutenant Blake's station; which he left afterwards, as Lieutenant Blake did not work in that neighborhood, to make with him a small addition to Mr. Eakin's works towards the east, over the neighborhood of Bridgeport.

Passed midshipman Dahlgren continued with me all the time that the calculations and plottings lasted, occupied at these calculations, and, after that, joined Mr. Ferguson in his secondary triangulation, and the consequent calculations.

9. The maps thus produced are, of course, all upon too large a scale to be presented with this report, and are to remain in the office of the coast survey to be further worked out, and then to be employed when the whole of the country between New York and Block Island, or that neighbourhood, will be finished; to be formed in proper special and general maps over that whole part of the coast.

10. The copy of the map of assemblage, here joined, exhibits the works of this year, by its comparison with that presented last spring, by the sketches of the country surveyed topographically, and the detail triangles of those parts added this year, the intermediate previous secondary triangles presented last year being expressly omitted, and only the main triangulation of that part preserved, to show the connexion.

11. It is now necessary to execute, if possible, in continued regular succession, all the topographical part of the country which is now covered by the primary and secondary triangulations, because the signals now standing present the proper facility and economy for the work, and also on account of the great chance of their being lost, by the want of respect paid to such public undertakings, and the consequently too frequent destruction of the signals, and even of the secret marks placed in the ground. It might be desirable that they could be properly protected by a special law, as that is the habit in Europe, where such well-secured triangulations exist, and are still daily making, from Sicily till Lapony, and from Brest and Ireland to Turkey and Petersburg.

12. Having thus rendered account of the faithful exertions and works of my assistants, it would be improper for me to omit mentioning how painful it is for me

to see those of my assistants who are connected with the army or the navy deprived of that additional remuneration which was stipulated for them at the beginning of the work, and which the so much increased personal expenditure and labor, by their assistance in the coast survey, deserves, by the application to them of a law of Congress of last winter, which I cannot conceive ever having been intended to apply to the case, in which they are, by the extra expenses unavoidable in the constant travelling life which they have to lead; and particularly it can never have been intended by it to load an officer from one department with a heavy responsibility for accountability upon funds under another department, which has, in the common order of things, no control over him. If this difficulty cannot be overcome otherwise, I would like to suggest the proposition of a special law to that effect.

13. The increase of compensation granted to the civil chiefs of secondary parties, on account of the unavoidable increase of their expenses in these situations, has been very gratifying to me as well as to them. I considered it an unavoidable and proper act of justice, so much the more, as even with that none of the assistants in general are paid as high as they would be for similar works if in the employment of private companies of citizens.

14. In respect to myself, I do not like to do more than simply to state here the fact, that the allowance of \$1,500, made to me for the personal expenses which unavoidably fall upon me in the coast survey, are entirely insufficient, as I had already in the beginning stated that they would likely prove, (letter of 12th Aug. 1832, printed documents, page 87.) This amount does but scantily cover the half of the difference between the life of a steady home and that which I have to lead in that work, which is, of course, what is to be compensated by this allowance. It is, besides, well known that the compensation of a chief engineer of a railroad or canal is generally rated and paid at \$6,000 per annum, and that many come much higher, though the requisite acquirements, labor, and responsibility are by no means equal to what is required in the coast survey. That I have made great pecuniary sacrifices in this work since as early as 1811, is well enough known to many persons. I may therefore also hope that this subject will receive a more adequate consideration.

15. The Fourth Auditor's refusal to admit in the accounts of the accounting officer the whole of the expenses of certain operations, unavoidably necessary for the work, has laid great impediments in the way of the work. An officer in that situation can impossibly have a just idea of the propriety of any operation in this work. In fact, none but the director of such a work is possessed of the data indispensable to assess a proper judgment upon the necessary operations, and the proper manner of performing them. By the measures of the 4th Auditor, that officer would become the sole and full director of the work, which is entirely inadmissible. If the main direction of the work is intrusted to me, the minor consequences and all the details of arrangements must be understood as equally intrusted to me. I have, of course, by that, been obliged to refrain from taking in proper time a variety of measures beneficial to the work, and fully within the limits of the stipulations of the contract under which I work for the coast survey; the loss produced by the delay of the work has been very great, I might say upwards of \$10,000, under the fallacious appearance of trifling economy. I hope that also this difficulty will be levied by the Department, maintaining the exact observance of the contract with me, and, if needed for better information, ordering the impartial investigation which I have so long claimed, in order that the department may be furnished with more accurate data to assess a just judgment.

16. I am sorry to be obliged to repeat here again that the larger instrument, with which the main triangulation is to be continued, has not yet arrived from London. I have lately again taken measures to press its forwarding, by means of our chargé d'affaires in London. I hope there will be no doubt of its arrival before the opening

of the next campaign, when I shall make the most diligent and constant use of it; it is eminently calculated to accelerate the work, by its superior arrangements and accuracy. However, if even it had been here, I could not have ventured to go in the field with it last summer, on account of the insufficiency of the appropriation to bear the expenses, after what had been applied for the expenditures of the two vessels employed in the soundings, as it would have caused the stopping of the whole work for want of means.

17. My situation, and the state of the two works, of the coast survey and the construction of the weight and measure standards, which are equally under my charge, according to my contract with the Government, have been considerably complicated by the separation of the coast survey, from the Treasury Department. Both works are equally in the interest of the commerce, and have no reference to the navy. The accurate survey of the coast is made with the view to protect the property afloat on vessels from shipwreck, and the regulation of the weights and measures, by establishing accurate standards, is to regulate the distributive justice in all commercial intercourse. The knowledge and a part of the means to be employed in the two works are the same; so much so, that when I procured the instruments of the coast survey, I procured equally the standards, and part of the means which are now employed, and indispensable, for the weights and measures. The reunion of the works in the Treasury Department would be a real advantage to both works.

18. With respect to the appropriation which it will be proper to propose to the session of Congress now opening, I am enabled to give more detailed information from the data which experience has furnished than it was possible to give last year, and to which may be attributed the insufficiency of the last year's appropriation. For the most advantageous and economical advancement of the work, it is very desirable and necessary to avoid it this year, on account of the great detriment which would accrue to the work from it. The following are the results which are presented for the different items:

1st. The expenses of each party of secondary triangulation have proved to be about \$4,100 per annum; three parties have been annually engaged, and an equal number it is proper to employ next year; their amount will, therefore be,	\$12,300
2d. The annual expense of every topographical party has been at the rate of \$4,000; the next year it will be necessary, for the best advantage of the work, to have five parties, amounting to	20,000
3d. By the amount drawn from the last year's appropriation by the navy agent in New York, it appears that the two vessels have cost, during the time they have been employed, \$16,124 23; at which rate, the same two vessels must be rated, for next year, at	20,000
4th. The main triangulation, according to the experience in 1833, and the nature of the work, and necessary persons and means to be employed, must be rated at	22,000
Instruments, telescopes, reflecting instruments, drawing implements of all kinds, books and other similar articles, ordered, and to be paid this year, and such as are still to be ordered, or constructed under my direction,	6,000
Field equipments, tents, stands, signals, and similar objects to be procured or repaired, &c.	3,000
Before the next appropriation will likely be made, there will probably be expenses incurred, to be covered by it, to the amount of	4,000
	<hr/> \$87,300

19. The paper which I handed in last winter had for its object, to show the regular appropriation which it would be most advantageous to make annually, for the proper, advantageous, and, as to the quantity of result, most economical prosecution of the work, which I estimated at \$60,000 annually, unless it should be found proper, in the greater extension of the work, to make a proportionate increase.

20. The appropriation, which was only \$30,000, was still very much reduced, by loading it with the items of the vessels which had never before been taken into consideration, because it had always been intended to lay this expense upon the general naval appropriation. The deficit therefrom resulting is evidently the cause of the increased amount proposed above; and so are the expenses of the vessels now to be taken into account.

F. R. HASSLER.

New York, Nov. 22d, 1835.

FOREIGN MISCELLANY.

FROM LONDON PAPERS RECEIVED AT THIS OFFICE.

THE FRENCH NAVY.—A letter dated from Havre 11th Dec., states that a considerable promotion in the navy will take place on the first of January next. Another from Toulon, 6th Dec., states that in the course of next month the *Hercules*, of 100 guns, built on an American model, will be launched, and immediately afterwards put into commission; that the *Trident* was ready for sea; and that all furloughs or leaves of absence to marines and sailors were suspended. A third, dated Brest, 8th inst., states that the ships intended for the fleet of observation in the West Indies had not yet sailed; that the positive order for fitting out the *Santri Petri* and the *Jena* had been received, and that a new levy of seamen had, in consequence, been ordered in every direction. Three thousand sailors were hourly expected, and twenty companies of marines were being formed in that port.—*United Service Gazette*.

PURERS.—It is expected that the Purers, both in commission and on half-pay, will be put on a new footing in the beginning of the year. The principal feature of the alteration will be to give them fixed pay, according to the ship's rate, doing away with all tenths and necessary money; but, as an incentive to the due care and disposal of the provisions, slops, &c., a bonus will be given according to the correctness of the accounts which they will still have to keep; coals, candles, and all necessaries, to be furnished by the dock-yards. A scale is already drawn out, fixing what these bonuses shall be:—the pay of a first rate is to be £650, and of a sloop of war, £300 per annum. The half-pay is to be increased from the fund which has been accumulated for that purpose, from 3s. to 4s. 6d.; from 4s. to 5s. and from 5s. to 6s.

SOLID CHANNELS.—A correspondent, in noticing the loss of the *St. David*, owing in a great measure to her not being enabled to get clear of the wreck of her masts, &c., calls the attention of ship-owners and ship-builders to Capt. Couch's Patent Solid Channels, which are not only adapted for to dangerous a case, but, by presenting a solid inclined plane to the sea, entirely prevent the violent concussion underneath the "channels," which has occasioned the loss of so many vessels after carrying away her masts.—*West Devon Standard*.

RUSSIAN NAVY.—A letter from St. Petersburg, dated the 30th ult., announces that since the Emperor's return the greatest activity prevailed among the members of the Russian diplomacy. The Emperor personally attends most particularly to the navy. He is continually sending to inspect and press the execution of orders transmitted by him to Cronstadt, Revel, and Abo. Much bustle is also observed in the dockyards of Ochta and St. Petersburg. It is calculated that he will shortly have in the Baltic seven or eight ships of the line, five or six frigates, and about ten smaller vessels.

DOMESTIC MISCELLANY.

MASTERS OF VESSELS.—Among the many callings, in the busy scenes of life, of high trust and responsibility, there is perhaps no one involving greater anxieties than that of a ship-master; and yet how little is known of these to the mere landmen who has never traversed the mighty deep, or, only, perhaps, crossed the Atlantic Ocean, in mild and pleasant weather. To no one is the world more indebted for the advancement of civilization and the arts, than to the accomplished ship-master. He it is who unites, as it were, the most distant shores, who tempts the dangers of the seas in every clime, who exposes himself alike to the burning heats of the torrid, and the chilling blasts of the frozen zone. About to launch his bark upon the fathomless and trackless ocean, the master of a vessel must have his mind constantly employed while in port, in preparing his "little world" for the fate that is to await him—the hull of his vessel, his masts, his spars, his rigging, his sails, &c. all must be looked to, that they may be found sufficient to meet the tossings of the mountain wave, and the fury of the storm; water and provisions of every kind must be provided, for far away from all supply, it is to him alone that his "little nation" looks up with confidence, when winds howl around them and the raging tempest roars; and his neglect in one particular, may endanger, not only the large property entrusted to his charge, but his life and the lives of all "who go down to the sea in ships." Hence, while on shore, his mind is constantly occupied with cares and anxieties, that he may not overlook any part of his charge, for when on the bosom of a boundless ocean, there will be no remedy.

But he has attended to his duty, and now the skilful pilot leaves him to steer his course; still in his mind is concentrated every care, for there is to originate every order which is to govern in each case that may arise; his will is the law, and upon his knowledge of his duty rests the safety of his passengers; the crew, and the goodly merchandise with which his vessel is freighted. Not an hour, not a moment, is the charge absent from his thought; his experienced eye must be every where. He watches with ceaseless gaze the appearances of the Heavens, to judge of the prospect of the weather, to see if it be safe to trust the lofty sails to the lighter breeze, and to cause them to be taken in, preparatory to the freshening gales which may endanger them. His experienced ken it is, that foresees the impending blast, and no matter what the heat or cold, the pouring rain or the lightning's flash, and the peals of "the dread artillery of heaven," he must brave it all. The command, "all hands reef topsails, ahoy," can be given by him alone, and should the times portend a heavy gale, on deck he stands, nothing dismayed, as one after another he orders the sails to be taken in, until, perhaps, he finds the necessity of heaving to, when the proper sail is left to keep the ship poised on the tumbling wave, and for a time he feels that they are safe. But the high trust with which he is charged augments as he finds the fury of the storm increase; his sails are blown to pieces, and nothing is left but to scud before the gale, perhaps, under bare poles. The proper moment to place the ship before the wind is seized upon, and away she goes, the howling tempest is driving her amain; the sea rolling mountains high behind, and threatening to engulf him. Fearful to trust the ship one moment to his officers, he must keep the deck; though drenched with the pelting rain, or freezing cold, he cannot leave his post. His officers, his seamen, all may claim relief, but to the captain there is no rest. Perhaps he is caught on a lee shore, and cannot bear away—who can imagine the state of torment to which, from a thousand causes, he may be reduced almost to despair? Who can tell the agony of soul with which he may be obliged to acknowledge, after the exercise of the most profound skill, that all is lost!

Among his passengers there may be every tender tie of life—the husband and wife, the mother and child, the gay and blooming bride, the fond lover too, with the darling

object of his heart; each occupied with their own awful situation—all leaning upon the commander, and looking to him for a ray of hope! To some, this may appear a picture highly colored, because it is not often realized; but this does not exempt the ship-master from its terrors. As it has not seldom happened, it may happen again, and every ship-master is liable to some awful scene.—*Salem Gazette*.

From the Burlington (N. J.) Gazette.

CHRISTMAS HOLIDAYS IN JERSEY, 1776.

When the British army went into winter quarters, in 1776, they cantoned about 4000 men on the Delaware, at Trenton, Bordentown, the White Horse and Mount Holly, and the remainder of the army was distributed from that river to the Hackensack. Strong corps were stationed at Princeton, Brunswick and Elizabethtown. General Washington at once perceived this dispersed situation of the army, and meditated a blow which might retrieve our then almost ruined state of affairs. He formed the plan of attacking all these posts on the Delaware at the same time, and if successful in any or in all of them, he hoped to inspire new courage into our people—to defeat the designs of the enemy, and relieve Philadelphia, which then seemed plainly to be threatened. The American army was posted above Trenton, from Yardly's up to Coryell's ferry. The Pennsylvania flying camp and the Jersey militia, under Gen. Irvine, extended from Yardley's to the ferry opposite Bordentown. Gen. Cadwalader, with the Pennsylvania militia, lay at Bordentown, and still lower down the river. It was arranged that Gen. Washington, with 2400 continental troops, should cross at McKonkey's ferry, nine miles above Trenton. Gen. Irvine was to cross at Trenton ferry, and secure the bridge below the town. Gen. Cadwalader was to cross at Dunk's ferry, and carry the post at Mount Holly. Of the manner in which Gen. Washington made the masterly passage of the Delaware, we shall not here speak. He crossed on the night of the 26th of December, 1776, amid the misted obstacles of a violent snow and hail storm—a severely cold night and a river filled with ice, and began the battle of Trenton, at 8 o'clock in the morning. He captured 1000 British regulars, took six field pieces, and 1000 stand of arms. The same causes which impeded his progress, prevented the passage of this river by the other Generals, and thus a great part of the original plan was defeated.

How successful the plan would have been, if executed, may be judged from the condition of the British troops during the Christmas festivities. Col. Reed, of Cadwalader's division, crossed at Dunk's ferry, with some infantry on the same night, and despatched trusty messengers to Mount Holly. They reported that they had looked into several houses in which soldiers were quartered, and had found them generally fast asleep, under the influence it was supposed of the spirituous liquors they had drank the preceding day. There appeared to be no apprehension of danger, and no attempt to guard against it.

The complete success of Washington's division at Trenton, effectually roused the British general, and he again, after a few days of marching and countermarching, placed the American army in a very critical position. They were prevented from re-crossing the Delaware by the state of the ice, and were in the presence of a superior army. In this state of things, he formed the bold and judicious design of abandoning the Delaware, and passing in the night by a circuitous route to the rear of their forces at Princeton, where he knew they could not be very strong. In the evening of January 2d, 1777, the baggage was moved down to Burlington, and at 1 o'clock on the morning of the 3d, after renewing their guards at Trenton, and keeping their fires lighted, they decamped with the utmost secrecy over a frozen ground, by the quaker road to Princeton. Early on the morning of the 3d of January, was fought the battle of Princeton, where Washington was again victorious. These two battles have been styled the turning points of the whole Revolutionary war, and it is be-

lieved were exceeded by none in the importance of their results. They saved Philadelphia; they recovered New Jersey; more than all, they revived the drooping spirits of America, and gave a sensible impulse to the recruiting service throughout the whole United States.

From the Globe.

GENERAL WILLIAM EATON.

Among the bills ordered to be engrossed for a third reading in the Senate a few days ago, was a bill for the benefit of the heirs of the late General William Eaton. In looking into the bill, we perceive that it makes allowance to General Eaton's heirs, for his great and almost romantic services on the Barbary coast, by paying him according to his real rank, and compensating him for his actual losses. Thus, after a lapse of many years, the Republic is showing itself grateful to a chivalrous and meritorious officer, who was supposed, at the time, to have received hard treatment from his own Government. We understand that the vote was unanimous in the Senate, and we subjoin the brief report from the Committee on Military Affairs, by Col. Benton, which presents a rapid view of Gen. Eaton's merits and services.

Mr. BENTON made the following report:

The Committee on Military Affairs, to whom was referred the petition of the heirs of General William Eaton, report:

That, having carefully examined the contents of the petition, and compared its statements with the official correspondence and public documents, of the period to which it relates, they find the history of General Eaton's services on the Barbary coast correctly set forth, and refer to that petition for the principal facts necessary to be known to the Senate. From these facts, it appears that General Eaton had the merit of planning, organizing, and leading the expedition to Derne, which had the immediate effect of compelling a peace, by which the future degradation of tribute was avoided, a demanded ransom of two hundred thousand dollars reduced to sixty thousand dollars, the four hundred captives, including the crew of the Philadelphia, immediately set at liberty, and a regulation agreed upon, by which future American prisoners were to be exchanged as prisoners of war, and not ransomed as captives.* These were the positive advantages immediately accruing to the United States from the heroic enterprise and success of General Eaton, and probably would have been far greater, if the peace with the reigning bashaw of Tripoli had not been precipitated by the negotiator without communicating with General Eaton. But there was another advantage which did result, and the value of which is above calculation; it was to show to the Barbary powers that there was another way, besides ransom, to relieve Americans from Tripolitan dungeons—it was to go and cut them out with the sword.

At the moment when the success of Derne produced these great results, and promised still greater, in the immediate march to Tripoli, the overthrow of the reigning bashaw, and the establishment of solid peace upon our own terms, General Eaton was required to abandon his expedition, and to come on board the United States frigate Constitution. The embarkation of his Christian followers, of Hamet Caramalli and his principal friends, had to be effected by stratagem, at midnight, and with the loss of every thing, to escape the rage and vengeance of the deserted Arab troops, and of the inhabitants who had been induced to revolt against the reigning bashaw.†

For all these services and losses General Eaton received the pay of consul, or navy agent, at the rate of one hundred dollars a month, and sixteen rations per day. The committee are of opinion that he ought to be paid as a general commanding, and compensated for his losses, and report a bill accordingly.

*American State papers, folio. vol. ii, p. 715.

†American State papers, folio, vol. ii, p. 715.

DOMESTIC INTELLIGENCE.

From the New York Times.

The brig Padang, Captain Williams, arrived yesterday from Smyrna, bringing advices to the 6th of December, from our squadron, a part of which was lying at that port. There were a French, an Austrian, and part of an English squadron there also. The French Admiral had treated the American Commodore with the greatest politeness. It was the Constitution and Shark that lay at Smyrna, the other vessels of the squadron being divided about the Mediterranean, and all kept in a state of great activity. The Commodore had applied for a Firman to pass the Dardanelles, intending to visit Constantinople, but it was uncertain whether it would be granted. Indeed the news of the prevalence there of the plague, which was brought on the 25th Nov. by the steamboat plying between the capital and Smyrna, might prevent their going if permitted. If so, the ship was to return to Athens, where they had lain a week, and thence proceed to Malta. She would reach Mahon about the 15th March.

While at Athens the Commodore and all his officers were received by King Otho at his palace. He conversed very freely with Com. E. using the French language. His visitors speak of him as a very amiable young man, extremely elegant in manners and dress, and apparently intelligent. The party were conducted by the aid on duty through a suite of rooms, lined with lacqueys and furnished much like ordinary drawing rooms here, to the throne rooms where they were received by the king standing. He wore the uniform of a Colonel of his Guards—light blue coat and pants, the collar embroidered in silver, with epauletts, and a star on his breast. The throne was an arm chair covered with purple damask and gilded upon a carpeted platform, and surmounted by a canopy and coronet. The room was plainly furnished—six chairs, a mirror and pier table only, except pictures of the King's father and mother.

The King accepted an invitation to visit the frigate, which was dressed for the occasion as when here on the 4th July. A French and an Austrian frigate joined in the salutes fired on his entering and leaving the ship.

While the Commodore was on a visit to Mr. King, the American Missionary, Colocotroni, the famous Greek chief, and several other distinguished officers, called upon him—a compliment they have not paid to the officers of other nations, even of those who aided them in their war; but they revere the great Republic.

A duel took place at Smyrna on the 1st December last between two passed midshipmen of the American squadron, named Barton and Wood, in which the former was hit just below the knee, the effect being a severe fracture. Mr. Barton is the son of Dr. W. P. C. Barton of the navy, now residing in Philadelphia, and Mr. Wood is the son of Mr. Wood of the Chestnut st. Theatre in that city. Their seconds were passed midshipmen Ringgold of the Constitution, and McDonough of the Shark. Barton had been detached from the Constitution and assigned to the Shark, while the vessels were under quarantine; he was received into the proper mess, but not cordially by all, and Wood refused to mess with him, on the ground that a quarrel had existed between them before leaving the United States. This led to a new quarrel, in which his mess-mates took sides with Wood, and Barton challenged him; the result is stated above.

Some dissatisfaction appears to have been caused among the officers by the severe manner in which the commodore manifested his disapprobation of the affair.

The correspondent of the New Castle (Del.) Gazette, under date of Dec. 4., says:

"Our tranquility was yesterday disturbed by a duel between two officers who came out with us and are attached to the Shark—Passed Midshipmen Harry Wood and Chas. Crillon Barton; the latter had his leg broken near the knee, and the surgeon fears mortification will

follow, and that he will lose his leg; the former was uninjured, as Barton's pistol did not go off, although two shots were passed by Wood. Commodore Elliott has suspended all the parties—the seconds were Ringgold, of Washington, and M'Donough, of Delaware, both Passed Midshipmen—and reported the affair to the President, insisting on their promotion being stopped. They, he says, will be kept in durance, until he hears from Washington. This is hard, as M'Donough's health is very precarious."

THE NAVY.—It is to be feared that the recent advices from France, which are of a tendency decidedly pacific, may have the effect of reducing the amount of the appropriation, which was proposed for the increase of the Navy. Our Navy, which conferred so much honor and glory on our country during the last war, has been too much neglected during the present administration—and we did hope that the warlike spirit which prevailed a short time since, would have had the beneficial effect of causing this strong arm of our National defence to be strengthened. Ships of war are required for the protection of our commerce, which is carried on to a great extent in every sea. They are also required to protect the country from insult and aggression, and thus prevent a war.

Our Flag ship in each quarter of the globe, should be a ship of the line—instead of which but one ship of the line has at any time been in commission, for the last twenty years. The number of frigates and sloops of war in commission, should also be increased—and by this means, we should be able to avoid obligations to foreign powers, particularly Great Britain, for protecting our commerce in various parts of the world.

It is difficult to account for the motives of the present administration, in neglecting the Navy. To cherish it, and cause it to be respected by foreign powers, inspire confidence in our friends, and strike terror to our enemies, would not only be a judicious measure, so far as the interests of our country are concerned, but decidedly popular.—*Boston Journal.*

IMPROVEMENT IN FIRE ARMS.—A Mr. Colt, of Connecticut, has exhibited in this city, a newly invented rifle and pistol, of admirable construction. The chamber contains tubes for several charges of powder and ball; it may be made to contain from 6 to 10. In cocking the gun to shoot, the chamber revolves on an axis, and brings in succession every tube in the chamber in line with that of the barrel; and when discharged, the act of cocking brings the next tube into position, until all are discharged. All the tubes may be recharged as quickly as a single gun of the ordinary structure. This new implement of War has been shown to the President, the Secretary of War, and the Navy, many officers of both the army and navy, and is considered the most efficient instrument of the kind ever invented. We made an experiment with the rifle pistol, and found it as sure in firing, and accurate to the aim, as the best of the common construction.

We are informed that Mr. Colt has already obtained a charter from the New Jersey Legislature, and is about to organize a joint stock company, with a capital of \$300,000 for the purpose of manufacturing rifles and pistols, for private use, and that in a few months his guns will be in the market.—*Globe.*

MOBILE, FEB. 13.—Col. Lindsay of the U. S. Army, 2d Artillery, has arrived in this city, under orders from the Government to marshal the forces required from Alabama to aid in the Seminole War, into the field. The number of men ordered from this State is seven hundred and forty—and the Colonel of this Regiment is in hourly expectation of the requisition of Gov. Clay to raise the quota of men apportioned from Mobile, Baldwin and Washington counties.—*Mer. Adver.*

ST. JOSEPH, (E. F.) JAN. 20.—The steam boat Eclipse, from Pensacola, touched in this harbor, on the 15th inst. with a company of Marines, from the Navy

Yard at that place, under the command of Lieut. Dougherty, of the U. S. Navy, on their way to Tampa Bay, to aid the suppression of the Indian hostilities. We are informed that this expedition was got up by Lieut. Goldsborough, who accompanied them, and that the boat is intended to convey soldiers up the rivers in the vicinity of the Indians.

UNITED STATES SOLDIERS.—We mentioned on Monday, that a number of United States Troops from Houlton, were in our city. We are informed that they consisted of two companies, "F. and K." of the 2d Regiment, United States Infantry, and are to garrison Fort Independence, Boston Harbor. They left here yesterday in sleighs.—*Bangor (Me.) Courier.*

JOICE HETH, probably the oldest woman in the world, died in this city on Monday, at the advanced age of one hundred and sixty two years!—*N. Y. Mer. Adv.*

ORIGINAL POETRY.

THE WARRIOR BARD.

BY LIEUT. G. W. PATTEN, U. S. A.

Up from his harp the minstrel sprang,
And drew his shining blade;

"I cannot sing, as once I sang,
Nor play as once I play'd."

An omen strange invests my soul,
And breaks her wonted dream
I hear far off the war bolt roll,
I see the red brand gleam

While swiftly 'mid the darkling sky,
As hoarse the trumpet sings,
There seems an eagle rushing by,
With blood upon his wings.

It is no dream, no mocking sight,
It is no mind-wrought spell:
Come from thy sheath, thou vassal bright,
And smooth my war path well.

Where floats amid the battle storm,
Yon emblem of the free;
There, in the foeman's life blood warm,
I'll trace my name with thee."

He said—and left the peaceful plain,
To seek the hostile shore;
But ere his harp was tun'd again,
He fell, to rise no more.

SELECTED POETRY.

From the Washington Mirror.

PRAYER DURING BATTLE.

Translated from the German of KÖRNER.

BY RUFUS DAWES.

Father, I call to thee!
Wrap'd in the battle-cloud's bellowing sound,
Midst volleying lightnings that hustle around,
Leader of battles, I call upon thee,
Father, direct thou me!

Father, direct thou me!
Lead me to victory—lead me to death!
Lord, I acknowledge thy sovereign breath,
Lord, as thou wilt, I will follow with thee,
God, I acknowledge thee!

God, I acknowledge thee!

Midst the rush of the leaves when the autumn winds blow,
Alike in the thunder of battle, I know
The fountain of grace, and I call upon thee,
Thou father, shadow me!

Thou father, shadow me!
My soul I commend to thy guardian sway,
'Tis thine, for thou gav'st and canst take it away,
In life or in death pour thy spirit on me,
Father, I hallow thee!

Father, I hallow thee!
We fight not for conquest, we fight not for gain,
Our swords are laid bare for the rights we maintain,
Thus falling and triumphing, praise be to thee,
God, I submit to thee!

God, I submit to thee!
When the thunder of war bows my spirit in death,
And my veins force my life-blood away with my breath,
My God, still submissive, I bow me to thee,
Father, I call to thee!

From the Washington Mirror.

There is no ordinary talent evinced in the following spirited lyric, which we present to our readers, with a hope of hearing again from the author.—*Ed.*

NAPOLEON.

We saw thee ascending, a comet of glory,
The terror of millions, to blaze for a day;
And while Fame to the earth was repeating thy story,
Behold how the comet has faded away!

And the cloud that it lighten'd,
The heav'n that it brighten'd,
More dark from thy splendor, are scowling as then;
While the tempest that lowers,
No rainbow is ours,
Of promise, as thou wast to scatter again.
Thou art naught, and the hurricane bursting at last,
May shatter a world, thou hast left to its blast.

There is blood on the wave, there is blood on the mountain,

Thy name was the charm that commanded it start,
Thy spell-word of freedom, the holiest fountain,
Exhausted in vain of the high swelling heart!

But the stream that thro' thee,
Hath been swell'd to a sea,
Ensanguin'd shall roll to the feet of thy God,
Who for every foul stain
That hath crimson'd the plain,
Shall cause thee to bend at each tyrannous nod,
Of monarchs who quail'd tho' thy brand was unbar'd
When the hand that should wield it for battle prepar'd.

Thou art fallen, but 'twas not that victory, frightened,
Deserted thy battles, or clouded thy sun,
But that honor, and virtue, and liberty, slighted,
Thy fame was resign'd to establish a throne!
But that throne hath been shaken,
And thou art forsaken,
Thy glory forgot, in the blood thou hast spilt;
While kings who assembled
Before thee and trembled,
Now hold thee a by-word of shame and of guilt.
Oh! shade of the mighty! thy glory is o'er,
And the fruit hath been death of the blossoms it bore.

WASHINGTON CITY;

THURSDAY,.....MARCH 3, 1836.

LAUNCH OF THE FRIGATE COLUMBIA.—Should the Eastern Branch of the Potomac be free from ice, and the weather favorable, it is probable that the U. S. frigate Columbia will be launched from the Navy Yard in this city, on Saturday next, 5th inst. at 12 o'clock, M.

Due notice of the arrangements for the occasion, we presume, will be given in the daily papers.

Commodore D. T. PATTERSON has been appointed to the command of the Navy Yard at Washington, and will enter upon the discharge of his duties as soon as he can make arrangements for the removal of his family to this city.

Lieut. CHARLES BOARMAN has been appointed to the command of the U. S. schr. Grampus, now fitting for sea at Norfolk. The other officers will probably be ordered in a few days.

Three steamboats arrived at Tampa Bay, from New Orleans, on the 9th ult., having on board 800 volunteers, from Louisiana, and six companies of the 4th regiment U. S. infantry, 200 strong. Gen. Gaines and Col. Twigg accompanied the troops.

We are requested to state that officers of the Army and Navy, visiting New York, will at all times find free admission into HUDSON'S MERCHANTS' NEWS ROOM, corner of Wall and Water streets.

The Pensacola Gazette of the 13th ult., states that Major J. D. GRAHAM, of the Topographical Engineer Corps, has been assigned to the duty of superintending the opening of the road from Marianna to Apalachicola.

Mr. R. E. HUDSON will act in future as agent for the Army and Navy Chronicle in New York.

Our late agent, Mr. D. STINSON, has given entire satisfaction, but his other avocations will not permit him to devote his attention to the business any longer.

An index to the first volume of the Army and Navy Chronicle has been prepared for some weeks past, but delayed by untoward circumstances; it is now forwarded with the present number to all subscribers who commenced with the first number. Should any not receive a copy, who are entitled to it, they will be supplied on notifying the editor—post paid.

Enquiry has been made for the Chronicle of 31st Dec.; there was none published on that day, the index being intended as a substitute.

Three numbers of the Military and Naval Magazine remain to be published, to complete the sixth volume.—There are about one thousand dollars now due on account of this work. The whole receipts from every quarter, during the month of January, were \$31.25; and during the month of February \$35. The paper alone costs upwards of \$60 per month. Is any farther excuse necessary for the delay?

ARRIVALS IN WASHINGTON.

Feb. 25—Major J. D. Graham, Top. Eng'rs., I street.
" 27—J. t. Thomas Johns, 2d Infantry, Geo'town.

LETTERS ADVERTISED

Washington, March 1, 1836

ARMY.

Major R. B. Mason,
Major Jas. S. McIntosh 2
Lieut. John Sanders

NAVY.

Purser John A. Bates
Rev. George Jones
Lieut. Wm. Jameson
P. Mid'n. Lewis G. Keith
Capt. David Conner
Commo. D. T. Patterson 2
Capt. Philip F. Voorhees
Dr. Henry S. Rennolds
Lieut. Irvine Shubrick
Capt. A. A. Nicholson,
Marine Corps.

PASSENGERS ARRIVED.

MOBILE, Feb. 14.—Per steam boat Ploughboy, from Columbus, Captains E. Harding and J. Green, U. S. Army.

CHARLESTON, S. C., Feb. 21.—Per ship Sutton, from New York, Lieuts. G. W. Ward, W. B. Burnett, and C. A. Fuller, U. S. Army.

NEW YORK, Feb. 25.—Per ship Alabama, from New Orleans, Captain M. C. Perry, of the Navy.

EDITOR'S CORRESPONDENCE.

"U. S. SHIP WARREN,

GULF OF MEXICO, February 8th, 1836.

"MY DEAR SIR:—As you, of course, know, we left Norfolk on the 28th of December last. Never before were men favored with such weather as we experienced for the first three weeks out. A constant succession of fair winds wafted us as far as the Caycos by the 6th ult. and we ran through the passage which takes its name from these Islands on the following night. Passed in sight of San Domingo; were two or three days cruising along the south side of Cuba, and saw Jamaica on the 10th.

"Language is inadequate for conveying an idea of the loveliness of the scenery, or the beauty of the nights in this vicinity. Certain am I that even now these charm quite as much as in the days of the great discoverer, and, like him, (see the 1st volume of Irving's Columbus,) I was oft ready to exclaim, of Cuba, 'it is the most beautiful island that eyes ever beheld.'

"The Warren is not a fleet sailer. When by the head, (her best trim for sailing,) she is a perfect diving-bell, and it does not require very rough weather to bury her decks in water. That she is in bad condition for a long cruise seems the general opinion; and experience has fully convinced us of the inexpediency, to say the least, of fitting out vessels of war, when not absolutely necessary, during the cold season. But where all is harmony, one would cheerfully abide a multitude of ills.

"You may recollect that the character of Captain (then Lieutenant) Taylor was attacked in a Middletown, Conn. paper—the 'Sentinel,' I think—soon after Com. Creighton's return from his command of the 'Hudson,' in 1830; and the author of the article I refer to, whose signature was Junius, endeavored to impress the community with the belief that much of the difficulty on board that frigate was caused by her first lieutenant. I might add that I was among those disposed to attach a degree of credit to the statements of that writer; and, having been so, I feel in duty bound, now that I have personally observed the true character of the man, to correct that impression in

others, and do an injured officer a meed of justice. Was he what Junius represented him to be, his ship could never be so desirable as is the Warren. I do not forget that a great deal depends upon the component parts of the machinery, and would not detract from the merits of any.

"Detesting, as I heartily do, this too-much-a-matter-of-course-style of panegyric, adopted by correspondents, generally, on board our national vessels, I would be the last to fall into it, did I not consider it due in this instance to an officer who has suffered in his own character, when his only fault seems to have been that he belonged to the command of one whom every body condemned. And, while on the subject, let me state my gratification at noticing, in a late number of the "Army and Navy Chronicle," your remarks touching communications from on board our men of war. I agree with you, and should never hesitate giving my friends any intelligence I might think of interest—and would alone select my medium for this communication.

"In the appendix to 'Reynold's Cruise of the Potosi' there is contained copies of some of the instructions of the Navy Department to Com. Downes, and in one of these letters, the Commodore is instructed to do his utmost to prevent his officers from writing home information relative to the cruise, &c. I regret the work is not within my reach, that I might quote from it *verbatim*.

"It seems to me it would be much more in accordance with the spirit of our institutions, should an end be put to the practice of secret reports from Commanders, before an attempt be tolerated thus to deprive officers of a right not relinquished by them when they accept appointments in any service of our Government. I look upon this system of secret reports as more abominable than any existing relic of barbarity. Beyond doubt, many a young man is ruined through the personal malevolence of Commanders, who, if he had been aware of the existence of such accusations as are often secretly lodged at the Department, where they accumulate for years, might easily and satisfactorily have explained away every thing. While, therefore, I repeat it, *this* is tolerated, it seems highly absurd to suppose that a subordinate should so far do himself injustice as to acknowledge the legality, or binding force of any order prohibiting him from writing about matters and things within his own immediate observation, he being amenable, like men in other situations, for anything of a pernicious tendency he may state.

"And, in the same connexion, let me remark that it would, doubtless, go far to produce desirable consequences, in this respect, if Congress would but pass some act, by which the public should be put in possession of authenticated copies of all records of Courts-Martial hereafter holden on officers of the service. Such a step would conduce, in some measure, to put officers on their guard, in their treatment of inferiors;—it would also be advancing towards the abolishment of the practice above complained of. All would then see exactly what should be alleged against them, before a court-martial, which, under the present arrangement, they seldom, if ever, know, for the regulations prohibit one witness hearing another testify; and often a witness's character is most grossly

traduced, and he, as it were, much more on trial than the accused, while, at the same time, he is left in utter ignorance of what's being done.

"It is indeed strange that, when gentlemanly deportment succeeds so much better in the exaction of a *cheerful* performance of duty than the reverse, and may be extended with no especial prejudice to the service, or a proper regard for the strictest discipline either (though few have tested it, perhaps,) so many officers prefer the harsh and unofficerlike manner of the tyrant. Any one to have seen the experiment on board the W— would wonder at this as much as I have done.

"We cruised off the coast of Texas, or rather between the 25th and 29th degrees of latitude for three weeks. Off Cape San Antonio, on the 15th ult. fell in with, and boarded the barque Cuba, of Boston, Capt. Storer, from St. Thomas for Havana. We passed nearer this cape, which in by-gone days has proved a terror to all honest and defenceless voyagers, than to any other land during the cruise. There are a few huts, apparently fishermen's, on its sandy beach;—beyond, the view is obstructed by a growth (characteristic of the Tropics) of immense mango trees.

"The reputed severity of the Northerners, which blow in the Gulf at this season, had made us, for the whole passage, greatly dread our cruise to Texas. On the slightest indications of one, every thing was put in readiness, so that we suffered comparatively nothing from their visitations. The most violent we experienced blew for about sixty hours; this is longer than they ever continued, we were told by those who had felt them before. The thermometer ranged between 73° and 57° Fahrenheit, during the while, and the temperature of the climate off the coast did not much vary from 62°.

"The Warren behaves admirably in bad weather, and we have experienced but little else in the Gulf. I can assure you that we are perfectly willing to leave the rest of cruising in it, to the other vessels of the squadron. Under close reefed fore and main top sails, and fore storm stay sail, she lies to like a duck. We find India rubber clothing far less indispensable to one's comfort than it would be in most of our sloops of war under like circumstances. By the bye, as I have adverted to this manufacture, let me add that the garments made up by the "Boston and Lynn Company" are not obnoxious to the faults found against the article by the officers of the "Peacock," as represented, you may recollect, in a letter, purporting to be from an officer on board that vessel, (under date of Rio de Janeiro,) which was published pretty generally in the papers of the day. There are two or three suits among our officers which have proved a complete shelter both against the pelting of the storm and the surges of the sea. These are prepared with the caoutchouc between two cloths, and, of course, do not possess the objectionable, *adhesive* qualities, complained of in the above alluded to communication.

"We have been out forty-two days, and have passed, per log, a distance of — miles. The greatest rate of going was nine.

"Hope to find at Pensacola, whither we are now bound, the first numbers of your new paper. Sincerely hope you will find your interest in it, and can but regret

that you were induced to unite your two former works in one, *from the causes which actuated*. But, should it prove to your benefit, we will the more cheerfully abide being deprived of the monthly.

"For squadron intelligence I must ask you to wait till my next, from port, and I remain, &c."

COMMUNICATIONS.

STEAM PROW SHIP.

The attention of the public having been invited to a plan of a Steam Prow Ship, proposed by Commodore Barron of the Navy, and an opinion having been expressed in your journal, which has the appearance of being editorial, "That a vessel of this description must prove a valuable auxiliary in the defence of towns, bays, and rivers, and would be able in a short time to sink a whole fleet of enemies' ships;" and further, "that officers of the highest respectability in our Navy concur in the opinion of the efficacy of the Steam Prow Ship;"—As I have paid some attention to this subject, and dissent from the opinions above recited, I think it a duty which I owe to my country and its government to state with frankness the objections which present themselves to my mind upon considering the specification and description of Commodore Barron's Steam Prow Ship. I am willing to allow the ingenious inventor of this vessel much credit for his untiring efforts in endeavoring to perfect his object, and while I dispute his positions, I respect his skill and ingenuity.

It is proposed to build this steamer of solid timber, to consist of three distinct hulls, *tria juncta in uno*, connected by cross logs, of which the centre vessel is constructed; the centre vessel of superior dimensions to the two outer ones—a projecting prow of 15 to 20 feet, twelve feet by four at its point, and this last the weapon of offence. Of steam, *quantum suff*. It is confidently asserted that a steamer on this plan is competent to run down, not only a single ship but whole fleets may be sunk by consecutive attacks. To effect this object, the inventor has perceived the necessity of great strength and solidity in the construction of his vessel; and at the same time of great speed, and he has ventured to assert that he can propel this unwieldy mass with the velocity of eight to ten knots per hour; under the impression no doubt that such momentum at the least is necessary to effect the object of crushing in the sides of that most powerful, and perhaps most perfect, of all the works of human ingenuity—"a first-rate ship of the line."

Granted that the first requisite of strength and solidity is obtained by the plan detailed—it is denied that it will be possible to give the desired momentum to a body thus constructed. Ten knots, all practical seamen know, is not far from the maximum velocity which has been attained by the best models in naval architecture. It is true that this is sometimes exceeded a knot or two going large, under a great pressure of canvass; but ships only of the most perfect construction now known can ever attain the highest point indicated, and under the most favourable circumstances of a smooth sea, of flowing sheets, and strong wind. It will not here be improper to observe, for the information of those not conversant with nautical phraseology and sea admeasurement, that a knot means a sea mile, or the 60th part of a degree of latitude; therefore 60 sea miles are equivalent to 69½ land miles, and 10 knots per hour are equal to 11½ land miles nearly. If such then is the fact, and I have no hesitation in giving it as the result of long experience in ships of all classes, is it possible that the velocity contemplated can be given to the unwieldy mass of logs, however skilfully they may be combined, as it regards their strength and capability of resisting the shot of an enemy? In the experiment made some years since in the construction of a steam battery, (the Fulton) which proved an entire failure from the impossibility of giving to that vessel with two bottoms the necessary speed to make her available,—her rate of moving being about 3½ to 4 knots was found totally inadequate to an-

swer the purpose intended. Her velocity was barely sufficient to maintain her own against the tide of the Hudson; and it is now proposed to build a still more unmanageable vessel upon three bottoms in which there is to be employed 1,963 tons weight of timber. With these facts and data before us, we find a veteran naval officer gravely advancing the opinion that such a body and upon such a model may be propelled "8 or 10 miles or more per hour." As well might we expect the Siamese twins to outstrip the nimble Stannard, or a heavy laden cart-horse to compete with a thorough bred racer.

Denying as I do the practicability of obtaining with the contemplated model the desired momentum, yet for the sake of discussion and in order to prosecute the attack, admitting the hypothesis that strength and velocity are obtained—I proceed to show that in all probability the contemplated effect could not be produced. It is obvious that in making the attack, it will be necessary that the steam prow ship should strike the enemy ship at or near the perpendicular to the keel. It must be borne in mind that a ship of the line is no egg-shell; that her frame work is a solid mass of timber of the very best heart of oak, technically "all frames;" that there is deck above deck, at intervals of less than 7 feet; that a ship of the line has, according to rate, four or five of these decks of immense strength to support the ponderous weight of artillery, and to sustain the sides against the exterior pressure of the circumambient fluid, and every beam doubly, trebly, kneed. It is apparent that from the dimensions of the prow, six feet above and six feet below water, four feet wide, that to force an entrance into the side of the ship, it is not only necessary to burst the side of the ship, but absolutely to disrupt the orlop and lower gun decks. Such being then the nature of the resistance offered by the great strength of the ship in those parts, the position assumed is clear that but a small deviation in the direction of the blow from the perpendicular to the keel will cause the prow ship to glance innocuous. A cannon shot will glance or ricochet upon a fluid at a certain angle, at a still greater angle upon wood, and at a still increased angle upon metal. Now I am prepared to show, that a ship at single anchor, at all times in a tide way (or if moored with her springs) may evade the perpendicular blow, if not disposed to abide it.

In any of our rivers or great estuaries, whether an attack be on the ebb or flood, it must be made athwart the tide of course to strike the side of the vessel; how easy then for the enemy ship to sheer to port or starboard by the mere operation of the rudder, and thereby presenting a deviation in the angle of the stroke of the prow, of at least 30 degrees at pleasure, (or slipping her cable and eluding it), thus ensuring a glancing blow; and if at that moment a well directed broadside of double-shotted *plunging shot* is poured down upon the Prow ship, there can be little doubt, but that a stopper will be clapped on farther steam operations for that day. The enemy under sail with a working breeze, it does not appear to me, that any opportunity would be afforded for the assault of the Prow ship.

For the sake of farther enquiry we will suppose, that with a ten knot velocity, viz: with the rapidity of a horse at full gallop, notwithstanding all the obstacles enumerated, the blow is given by the steam Prow ship, in the true direction. What will then be the effect of the concussion? Relatively to the Prow ship, I have no doubt every pipe and joint of the steam engines would be disjointed; and as for the officers and men on board, it would be well for them beforehand to look out for a soft place to alight among the logs, as it is very evident they will be hurried forward somewhat unceremoniously.—The inconvenience to them may, however, be provided for, or remedied, by cushioning the bulkheads and timber ends. *Seriatim*, some such preventive will be necessary if it is intended to preserve the men for future attacks. Leaving the crew of the Prow ship to the skill of the surgeon, we will suppose the object of the attack fully accomplished—the Prow fairly driven home, through the crushed and riven sides, decks and all. How is it to be got out? The enemy ship instantly fills. The mo-

ment her equilibrium is lost, she topples over, and if it is on the side of the rushing waters, which would be the case from the weight of water first falling on that side—mast, spars, and rigging overwhelm the steam Prow ship, and they share one common fate.

The practice of the Romans and Carthaginians has been adverted to, in favor of the feasibility of the plan under discussion; but there is no analogy in the case. The ships of the Romans and Carthaginians, were comparatively but men of war launches of the present day, *propelled by oars*, and consequently incapable of a greater momentum by that power than three to four knots per hour. It is therefore plain that we must look for some other cause to account for the effect produced by those ships (or row galleys) coming into collision, which is an easy task. The vessels were slightly framed, not constructed for resisting cannon shot, or supporting the burden of artillery; their gunnels were low, to accommodate the rowers; the advantage was therefore taken from that necessity, to give them strong and projecting beaks or prows. In their naval engagements, the opportunity was as eagerly sought of falling on board of their antagonists, bow on, as it is at this day most cautiously avoided; they were exposed to no raking fire, unless from stones or arrows; their armed beaks projected over the gunnel of their adversaries, and with every swell of the sea fell with the weight of the vessel upon the gunnel, and a very few blows, in any thing of a swell, sufficed to cut down the vessel so attacked, to the water's edge. Thus it appears, (if I am correct as it regards the ancient mode of attack) it was not so much the momentum of the attacking vessel in the first instance, as the blows which were given after falling on board, from the heaving of the sea.

An array of figures is given in the article, which is the subject of these remarks, intended to show the force of the concussion; and this is done by multiplying the specific gravity of the three vessels, 1,963 tons weight, by their velocity, 10 knots. To show the utter fallacy of such calculations, let us assume a different velocity from the inventor, using his own data. Suppose $3\frac{1}{2}$ knots assumed, that is $\frac{1}{3}$ of the velocity *pretendu*, and about the movement of the tides of the Hudson and Delaware rivers.

Specific gravity of the three vessels 4,320,000 lbs. multiplied by their velocity 3.33 gives as the whole momentum 14,400,000 lbs.

Momentum on each foot of the prow 300,000 lbs.

With these figures in view, 300,000 lbs. momentum on each foot of the prow, what would be the effect in practice? It is tantamount to this—the steam prow ship comes floating down the tide and falls on board of a ship at anchor, moving with the velocity of $3\frac{1}{2}$ knots per hour—will the bows or sides of a first-rate be crushed in by the 300,000 lbs. momentum on each foot of the prow? I think not. I do apprehend, the paint might be a little scratched, but nothing worse.

It has been asserted that "officers of the highest respectability in our navy concur in the opinion of the efficacy of the Steam Prow Ship." No man will subscribe more readily than I do to the doctrine that just weight should be attached to the opinions of Naval officers upon subjects within the sphere of their practice and profession. I, who know them well, accord them that most frankly; but it does appear to me, with due deference to the opinions of officers of the "highest respectability of the Navy," that their acquaintance with the delicacy of steam machinery, and the facility with which it may be disordered, is not a sufficient voucher, for the correctness of their opinions. I have endeavored to controvert them, believing them in error, and that error leading to important results. One thing is certain, the public will lose nothing by hearing the other side.

OLD IRONSIDES.

THE NAVY.

A writer in the Telegraph, signing himself "Perry," (angels and ministers of grace defend us!) has undertaken to express the sentiments of the officers of the navy, and shown such an ignorance of their opinions

that really we cannot believe he is attached to the service.

We had not the honor of writing the article in the Chronicle which draws forth such a torrent of eloquence from Mr. Perry; and we really are, what he supposes that gentleman to be, "an inexperienced correspondent," and humbly beg that Perry will use with generosity any advantages which his greater experience in paper warfare may give him over one who just begins to wield his pen.

We do not mean to defend the article in the Chronicle; its own writer is doubtless able to do so, and should he undertake it, we are sure that he will easily succeed.

Mr. Perry says, that "when the late Pay bill was passed, the provisions of which were admitted by all to be so liberal, it was thought the officers of the navy would feel the utmost devotion to the service, and in the event of a war, perform their duties with increased alacrity." We are sure that Perry is mistaken, and that the last Pay bill was passed, not as an incentive to "increased alacrity," but as an act of tardy justice; and a man, himself honorable, would not lightly assert that a corps of gallant men measures its patriotism by dollars and cents, or that its devotion to the service ebbed and flowed with the purser's pay roll. But Perry, like Shakspeare, "dips his pen in his own heart."

Again: says Perry, "In the first place we should like to see some better reason given for creating Admirals than that of squandering away the public treasure on those whose necessities have no bounds, and tending to bloat up those already sufficiently inflated." And can no better reason be given? In foreign ports we meet men, superior in rank to our highest grades, commanding forces much inferior to our own; and our officers behold men in other navies, more highly rewarded for less services. These men of higher rank, in case of collision, would necessarily take precedence; and in the event of co-operation, would take command, and thus gather those laurels which our exertions might have reaped. History might sound their fame, written in our blood.

In battle men are strenuous in their exertions, in proportion to their stake in the fortunes of the day; officers are as much braver than privates, as their conduct is more conspicuous; and an Admiral is as much more conspicuous than a Captain as his rank is superior.

Our officers are to serve abroad, and not at home.—Abroad, rank confers respect, and he who knows any thing of the human heart, knows that "man will do more to support a character than to raise one."

Perry asks: "Were Commodores Yeo and Hardy more limited in their authority, and less respected than if they had been Admirals?" They were more limited in their authority, for their commands were not as extensive as an Admiral's; and less respected, because their power was confined within narrow bounds.

It is a melancholy truth, that in our service, the "commission of Captain gives the most ample authority to command not only a single ship, but a large fleet;" but it is because we have no higher grade, and the warrant of the boatswain in a like case, gives the same authority; for always the officer highest in rank commands such vessel or vessels as he may be attached to, be that rank what it may. I profess I am ignorant of what authority is given in foreign services by the commission of Captain; but as their Captains do not command large fleets, it is reasonable to conclude that they cannot. Admirals command on all important stations.

Says Perry: "with respect to increasing the other grades of officers, no friend of the Navy should desire it, unless the number of ships should be immensely increased." That Perry does not desire it, is sufficiently apparent; but that he is a real friend remains to be proven. If he be, his wisdom is either much greater, or far less, than that of the multitude.

Our writer does not condescend to enter into calculations to prove what he asserts, "that in his opinion, more officers would not be required if our navy were doubled;" and since the calculations in the Chronicle are not controverted, we think we might venture to take them for correct.

Whilst Perry turns his attention "to the sterling defects of our navy board," he is singularly unfortunate in those examples which he has chosen to elucidate them. To the best of our belief, the assertion that "the navy board has struggled for power until the whole navy is subject to its management," is erroneous; for it is not probable that the Secretary of the Navy would calmly surrender up that power which the law has given him, and silently take the responsibility of acts opposed to his judgment, when he might obviate the inconvenience by the mere exertion of his will. Besides, if analogy be followed in this case, we should not come to the conclusion to which Mr. Perry has leaped.

Hear what he says of our new vessels: "the most of them cannot carry provisions and water, cannot avoid a lee shore, are slow in sailing, and not sufficiently elevated from the water to fight their guns."

If it be true that our vessels cannot carry provisions and water, we have reason to congratulate ourselves that our hardy tars can make long voyages without them; for some of our new vessels have been round the world, and others are sailing every month for some distant station. The poor souls in these vessels doubtless take to drinking salt water when the fresh gives out, and eat rope yarns when the provisions are exhausted.

Is it not somewhat strange, that our vessels do keep off lee shores, considering they have no power to do so? Some people might think this a paradox, or would Perry have us believe that our vessels never find a wind blowing on shore? In this case the defect is immaterial.

In sailing in company with foreign vessels, ours frequently outstrip their companions. Would Perry have us believe that this arises from the superior politeness of the foreign vessels, or to what like cause would he attribute it?

He is certainly mistaken in asserting that our new vessels do not carry their guns as high as any other vessels whatever; and for confirmation, I refer any one, who will take the trouble to enquire, either to the Naval Constructor, or to such other competent source as he may prefer.

"Timber and other materials for building, have been allowed to decay for want of protection." Perry allows then that such materials have been procured; and would not the interest which prompted their procurement, induce their protection when procured? That the Navy Commissioners should have these materials brought hundreds of miles, and then leave them within a few yards of a shed, to rot, argues either a singular inconsistency on their part, or that Perry is mistaken.

"Beef and Pork are not permitted to be placed in ships till spoiled by age;" so says Perry. Then our ships' crews are well disciplined to eat such food without grumbling. No motive is given for this barbarity, and it is so difficult to imagine one, that here too, candour would suppose Perry wrong.

These cannon, of strength so diminished, that they are not less dangerous when fired, than the explosion of a bomb shell, were, we suppose, introduced that the Commissioners might witness their effect when they themselves go to sea. But notwithstanding their diminished strength, these dangerous guns do contrive to stand service remarkably well. Though in foreign ports, salutes are always fired, and shooting at a target is frequent, we have not heard of a gun's bursting in any of our ships since the war. Has the Navy bribed the press to conceal these accidents, or is Perry again wrong? One of the Navy Commissioners had his own leg broken last war, by the explosion of a cannon, and it is the part even of stupidity to avoid those evils from which we have once suffered. Our guns are strong, doubtless.

There are some other statements in Perry's production, which are so small that I cannot consent to notice them; but really I think they would not be more difficult to disprove than those I have attempted, were it worth the time.

AN INEXPERIENCED CORRESPONDENT.

POLITICS AND OFFICERS.

I am not about to enter into a discussion, touching the political or military duties of officers of the army, or the navy; I have not assurance enough, to put in a word, in a conversation between two such distinguished gentlemen, as "Aristides" and "Alcibiades;" nor do I suppose, that any thing I could say, would be heeded by those ancient and much respected personages, even if I had enough presumption to induce me to take part in their colloquy—and therefore, I wish it to be distinctly understood, that what I am about to say, will be uttered without special reference to either of them, and that I go on "my own hook," although I borrow my caption from "Aristides." If I should quote from the one, or the other, I hope it will not give offence, as I hereby give either, or both, the liberty to quote from me, and to criticise what I say, and promise not to lose my temper, but to take it all in good part, as coming from a brother, who feels for me a brotherly interest. I do not know that it would be material to the matter in hand, whether I belong to the army or the navy, but lest it should be thought that I am dabbling in a mess which does not concern me, I inform the public, that I wear Uncle Sam's uniform, and have done so, for some years; and that it may not be supposed, that I am a "heartless military aristocrat," I will say further, that I am one of that most unfortunate of all unfortunate individuals, a *poor* subaltern. I would not be misunderstood, and therefore explain the term "*poor*," as here used, to mean poor in purse; and I shall not thank any one for giving it any other interpretation, because I am rich in feeling, for my brother officers, and for all mankind; I am rich in good spirits too, and my vanity makes me think that I am also rich in character and standing.

But I have told more about myself than I intended to, and will proceed to the main subject matter of this article.

I have thought much on politics, as connected with officers and their duties, and I have found many reasons why they *should not*, at all times, "express their opinions as unhesitatingly as any other class of citizens, and enter into the political arena without disguise." I am perfectly clear, as to the *right* of officers to express their opinions on political subjects, and believe it to be their *duty*, to form those opinions calmly, and without reference to the "powers that be;" but I am equally clear, as to the impropriety of expressing them on all occasions. Why should they do so? Can they do any good thereby? If an officer of the army, or navy, thought a prominent political man was plotting against the liberties of the country, and believed that he could prevent the meditated sacrilege, by expressing his opinion, or by arguing with his fellow citizens, it would be his highest duty, to use all his energies, mental and physical, to defeat the unholy project. But I apprehend that such a case could hardly occur.

I do not think officers should engage in politics, because they can do no good, and *may* do harm—because it would be calculated to destroy that good feeling, harmony, and *esprit du corps*, which is the soul of military efficiency, and without which, military bodies would be worse than useless—because their military duties and studies and literary pursuits are, or *ought to be*, sufficient to occupy all their time usefully, and because it would withdraw their attention from their proper and appropriate duties. These are a few among the many reasons, why I would discourage officers from giving their attention to political subjects, and entering warmly into political discussions. No man would be fit to serve his country, in either branch of our national service, who would chain himself to the car of any man, civil or military, or who would blindly follow the dictation of any mortal. Officers should form their opinions on *all* subjects, independently; and on proper occasions, they should express them freely, boldly, and without fear of consequences. *But*, a sound discretion should be exercised, to determine when a proper occasion arrives for expressing an opinion, whether on politics, military subjects, or any other of the infinite variety of topics, on which the mind dwells. Freedom of thought, and of

speech, is the birth-right of the American citizen, and he that would barter that for any temporal consideration, is unworthy to bear the proud name of an American. I am proud to call myself a citizen of the United States. I love my profession, and am happy that I am in a situation to serve my country; but as fondly as I cherish my profession, and highly as I esteem my commission, I love yet more dearly, the rights and privileges which the name of *citizen* confers upon me; nevertheless, I should feel that I stepped out of the bounds of duty and propriety, were I to "enter the political arena," and proclaim my political prejudices on all occasions.

Officers ought to keep pace with the politics of the day, and they ought, also, to know the political history of their country, but they can be much more usefully employed, than in attempting to control, or influence the direction of the political current.

In conclusion, permit me to remark, that I do not know whether my observations come under the denomination of "*vile sentiments*" alluded to by "Aristides," in the Chronicle of the 18th instant, but I know they are made in honesty of feeling; nor do I know, Mr. Editor, whether I am one of "a certain class of scribblers," hinted at, in the letter of your correspondent; but I have opened my "safety-valve," and my steam having escaped, I do not think I shall be in danger of bursting my boiler, for a week or two, and therefore take my leave, with the best wishes for your prosperity and happiness, and with the hope that "Aristides," and "Alcibiades" may have all the promotion their warmest wishes may covet.

OLIVE BRANCH.

ARMY PAY.

MR. EDITOR:—The subject of Army Pay being at present before Congress, I am induced to offer a few remarks in relation thereto; which are respectfully submitted to the consideration of such honorable members of both houses as may chance to peruse them.

To those who are unacquainted with the peculiar situation of military officers, it may appear that their pay is sufficient; but when the subject is examined, I trust it will be viewed differently. Were they located more permanently at their different stations, they might perhaps, with rigid economy, lay up something; but more than twenty years experience has proved to me that their pay is altogether inadequate to enable them to meet the many expenses and sacrifices which they are compelled to encounter in the frequent removals and changes to which they are subject.

To those having families, these oft repeated changes of station prove oppressive in the extreme, and often keep them on the verge of destitution; yet such is the nature of the service, that these removals must sometimes be made. What then can be more reasonable, than that the pay of the officers should be so far increased as to enable them to meet such demands upon their pecuniary resources.

Some may argue that officers should have no families, and that in such case, a small compensation would suffice.

But where is the patriotic and high-minded American, who would, for the sake of retaining in the coffers of the treasury a few thousands or even tens of thousands of dollars, be willing to see our armies exclusively commanded by men who are unpledged to the country by the ties of offspring and of social relations.

From the extent and situation of this great and happy republic, it is obvious that a respectable military force will always be requisite for its protection.

Does it require more than an ordinary degree of reflection to perceive the comparative safety of entrusting the arms of the nation to men who are pledged as above named; whose affections and interests are mingled and identified with those of the citizens? Far be it from me to ascribe to the unmarried portion of the officers of the army the possession in any degree, of immorality, indolence, selfishness, or an undue personal ambi-

tion; but I believe that most persons who weigh the matter, will agree that such are the tendencies induced by a determined state of celibacy. As far as my acquaintance extends among the class of officers last mentioned, I have no doubt that most of them would each be willing to take under legal and honorable protection one of the fair and lovely daughters of their country, and contribute towards the rearing of respectable citizens for the republic; but unless they happen already to possess a competency, warned by the struggles of their married brethren to support families on their pay only, and unwilling to involve themselves and others in like difficulties, they remain single from motives of prudence; and without an augmentation of their resources, they must continue to look upon themselves as debarred from entering into that relation which their more fortunate fellow citizens of other callings usually engage in, and which relation it is for the interest of a flourishing republic to encourage.

In many instances, should officers be cut off by death, deplorable indeed must be the situation of their families; unless they have other resources to depend upon besides their pay; and officers of the army have few chances of increasing their means of support by speculations, or avocations employed for such purpose by men in civil life.

Few, I trust, will contend that none but the sons of the wealthy ought to be commissioned in the army.—And if such rule be not established, a portion of the officers must depend solely upon their pay; which, it appears to me, should be sufficient to place them upon a footing with respectable citizens of other professions. The greater portion of the officers of the Army enter the service in early youth; and their attention is devoted to it exclusively. They often witness their former acquaintances rise to wealth; while they have barely a present support, without the most remote prospect of a provision for old age or infirmities; or for the maintenance of a family.

The foregoing remarks apply chiefly to the lower grades of officers, who form a great majority in point of number. I think it will be granted, however, that the higher grades are not sufficiently paid, when their heavy responsibilities and a variety of other circumstances are considered.

It strikes me that it would be the best policy to pay officers in such manner as might enable them to retire from service, when age should render them unfit for its duties.

AN OFFICER OF THE ARMY.

ORGANIZATION OF THE NAVY.

The following is the result of a calculation, made in order to show the prospects in the Navy of the United States, and the end the present organization of this arm of our national defence *must come to*. Also some views of the necessity of a re-organization, on the assumption of our becoming, or rather taking our proper place among nations as, a Naval power.

We suppose a Midshipman to be 14 years of age (the youngest) when he can be admitted into the Navy.

When admitted,	14 years.
Serves as Midshipman	6 "
" Passed Mid.	6 "
" Lieutenant	25 "

Making him 51 years old when he is promoted to a Commander!! Or rather when he becomes entitled to command one of our smallest class of vessels of war.

It is needless to say that nine out of ten are totally unfit, at that time of life, for any thing like active service at sea, and consequently of little or no use in the situation to which the Government have promoted them. This is an evil that will in time destroy the active energies of our Navy, and in the course of a few years the *personel* of the Navy will be gray-headed, from the highest to the lowest. Gainsay it, who may, it is very easily demonstrated.

It may be asked, how do other great naval powers prevent this state of things? The answer is obvious and clear: the King, or Executive Head, has a certain number of promotions within his gift, by which young officers are brought forward, some from merit, and some from influence, and advanced to commands; whilst the older officers are suffered to retire on half pay. This is their remedy, which we have not, neither can we possess it. But there is another and, *if now adopted*, fully as effective a plan, which is by graduating the service on the basis of its known decrease (which has been ascertained to be between 4 and 5 per cent., during the last 20 years.)

For this purpose, let the Navy (its *personel*, including officers and men,) be organised equal to the naval power it is determined the United States shall occupy among nations.

Our commerce, and the number of our seamen, would lead us to believe we ought to be the *second*, and soon destined to be one of the *first*. We now occupy the *seventh* naval rank,

What signifies our having, building, and launching ships, if your officers, who are to command them, are altogether worn out when they are entitled to such commands? The first and, as we conceive, the most necessary, is to re-organize your navy to ensure the most efficient service to the country in all time to come; and the only way to do this effectively, is to keep *life* and *energy* predominant in the navy:

It may be asked, how is this to be done? Nothing more easy. In the first place, determine what rank among nations your navy is to occupy. This would be based upon the number of your seamen, or ability to man a force. The number of our seamen at present is 120,000—one fourth of which (say 30,000) may be calculated upon safely for our war establishment; and one third of the war establishment (say 10,000) as an effective peace establishment.

Then organize your grades of officers, to ensure that they shall arrive, in the ordinary course of events, at the command of your ships, at the proper ages when they will be most efficient. Then employ such number of vessels as will not only afford ample protection to your commerce, but ensure to your officers, in all grades, and men, sufficient experience.

The *personel* of your navy, with its power of extension, and not your ships, would thus represent your naval rank among nations; with the materials on hand, particularly all those of an imperishable character, with your docks and dock-yards well established, we can soon build ships, when they are wanted, over and above the numbers required for our wants in time of peace, as a great commercial nation. Seventy-fours have been built in ninety days, when the resources of this country were in a tenfold ratio less than they now are.

Believing that we must and ought to occupy the position of the second naval power, we have made the calculation, that would ensure to us that rank, at the same time ample protection to our commerce in every sea, and sufficient employment to all classes of our officers and men. It has resulted in the following list, supposing the former to be composed, as above, of 10,000 men:

- 5 Vice Admirals,
- 5 Rear Admirals,
- 10 Commodores,
- 80 Captains,
- 100 Commanders,
- 300 Lieutenants.

Masters, Passed Midshipmen, Midshipmen, and other warrant officers, at the discretion of the Department, not exceeding — numbers.

Force to be kept afloat, in active service, and manned with 10,000 men:

- 4 seventy-fours,
- 10 frigates,
- 20 sloops,
- 10 brigs or schooners,
- 3 steam vessels, and
- 4 store ships.

COMPROMISE.

PROCEEDINGS OF CONGRESS, IN RELATION TO THE ARMY, NAVY, &c.

SENATE.

WEDNESDAY, FEBRUARY 3, 1836.

Mr. BENTON submitted the following resolution, which was considered and agreed to.

Resolved, That the President be requested to cause the Senate to be informed of all the measures taken by the Administration to suppress the Indian hostilities in Florida; and, also, to communicate all the information in his power relative to the cause of those hostilities.

The Senate then proceeded to the consideration of the special order, being the resolution of Mr. Benton for appropriating the surplus revenue to the national defence.

Mr. MANGUM, who was entitled to the floor, rose and addressed the Senate on the subject, and continued his remarks till the usual hour of adjournment, when, without having concluded, he gave way to

Mr. TYLER, on whose motion

The Senate adjourned.

THURSDAY, FEBRUARY 4.

The CHAIR communicated a report from the Navy Department, made in pursuance of the 2d section of the act of May, 1820, containing a statement of the appropriations made for the naval service for the year 1835.

Mr. MCKEAN presented the memorial and documents of William B. Foster, of the city of Pittsburg, a Deputy Commissary of Purchases for the Army of the United States during the late war, praying compensation for extra services; referred to the Committee on Military Affairs.

Mr. ROBBINS, from the Committee on Naval Affairs, to which had been referred the petition of John M. Gamble, reported a bill for his relief; which was read and ordered to a second reading.

The Senate then took up Mr. BENTON's resolution for appropriating the surplus revenue to national defence; when

Mr. MANGUM, who was entitled to the floor, yielded to Mr. CLAYTON, who addressed the Senate till the usual hour of adjournment, when without concluding, he gave way to

Mr. PORTER, on whose motion

The Senate adjourned.

FRIDAY, FEBRUARY 5.

Mr. TIPTON presented a memorial in behalf of the widows and orphans of the officers and soldiers who have fallen in the different engagements with the Seminole Indians, in Florida, in 1835 and 1836. Referred to the Committee on Pensions.

Mr. BENTON, from the Committee on Military Affairs, to which had been referred that portion of the President's Message relating to military preparations, reported the following bill, which was read, and ordered to a second reading:

A bill making appropriations for the collection of materials, and for the purchase of sites, and to commence the construction of certain fortifications, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any unappropriated money in the Treasury, for certain fortifications, viz:

For fortifications at Penobscot bay, one hundred and one thousand dollars.

For fortifications at Kennebec river, one hundred thousand dollars.

For fortifications at Portland harbor, one hundred and three thousand dollars.

For fortifications at Portsmouth, New Hampshire, one hundred and fifty thousand dollars.

For fortifications at Salem, Massachusetts, one hundred thousand dollars.

For fortifications at Provincetown, Cape Cod, fifty thousand dollars.

For fortifications at New Bedford, Massachusetts, one hundred thousand dollars.

For fortifications at Rose Island, Narragansett bay, fifty thousand dollars.

For fortifications at New London, Connecticut, one hundred thousand dollars.

For Fort Tompkins and dependences, Staten Island, New York, two hundred thousand dollars.

For a fort at the debouche of the Chesapeake and Delaware canal, one hundred thousand dollars.

For fortifications to cover the artificial harbor at Cape Henlopen, one hundred and fifty thousand dollars.

For a fort on Sollers' Point flats, one hundred and fifty thousand dollars.

For a fort on Point Patience, Patuxent river, one hundred thousand dollars.

For a fort on Cedar point, Potomac river, one hundred thousand dollars.

For a redoubt on Federal point, twelve thousand dollars.

For fortifications at the mouth of St. Mary's river, fifty thousand dollars.

For a fort at Barancas, fifty thousand dollars,

For fort St. Phillip, seventy-seven thousand eight hundred dollars

For steam batteries, six hundred and sixty thousand dollars

Sec. 2. *And be it further enacted*, That wherever the same be necessary, the President of the United States be, and he is hereby, authorised to purchase the sites for the aforesaid works, to be paid for out of the appropriations made by this act for them respectively; and he is authorized, under the restrictions of the act of May, eighteen hundred and twenty, to make transfers from one head of appropriations for fortifications to that of another, for the like object, whenever, in his opinion, the public interest requires it.

Mr. BENTON gave notice that he had been instructed by the committee to ask the Senate to consider this bill at an early day. He should, therefore, move to take it up at an early day next week.

Mr. Tipton submitted the following resolution:

Resolved, That the Committee on Military Affairs be instructed to inquire whether the army is sufficiently numerous for the duties they are required to perform, and for the occupation of our various forts.

Resolved, also, That the Committee on Military Affairs inquire and report to the Senate whether in their opinion the pay and emoluments to the officers of the army is sufficient compensation for the services they are required to perform.

Mr. T. said, in relation to the second resolution for increasing the pay of the officers of our army, he was not prepared to give an opinion that such increase was necessary. Some he knew, were of opinion that the compensation of some grades in the army should be increased. He considered the officers of the army a most meritorious class of men, who bore the dangers of every clime when duty called them—who risked their health—their lives—their all, in our defence. He felt confident that every citizen of our country would concur in giving them an ample compensation—he would say a liberal one. He hoped the Committee on Military Affairs would give the subject a careful investigation, and report the facts to the Senate; and he felt confident the Senate and the country would do this valuable class of men justice; and he knew the officers would be content with a just reward for their valuable services.

These, said Mr. T. are some of the reasons that have induced me to offer the resolutions which I hope will be adopted.

Mr. LINN wished the resolutions might be again read, to see whether they were not analogous to some he (Mr. L.) had already offered.

The resolutions were again read and laid on the table.

MONDAY, FEBRUARY 8.

Mr. TIPTON, from the Committee on Military Affairs, reported a bill making an appropriation for the payment of two companies of Missouri and Indiana militia, who were called into service for the protection of the frontiers against the Indians in 1832; read and ordered to a second reading.

Mr. KENT submitted the following resolution, which lies on the table one day:

Resolved, That the Committee on Naval Affairs be instructed to inquire into the propriety of establishing a navy yard at Baltimore, in the State of Maryland, and that they report their opinion to the Senate.

Mr. SHEPLEY submitted the following resolution, which was considered and agreed to:

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of authorizing the laying out and making of a street across the arsenal lot in Augusta, Maine, for the accommodation of the Insane Hospital.

Mr. SWIFT submitted the following resolution, which was also considered and agreed to:

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of making provision to extend to the officers and soldiers of the army, the benefits of moral and religious instruction.

The resolution submitted by Mr. BENTON on the appro-

priation of the surplus revenue, was taken up as the unfinished business, and, after some remarks from Messrs. CLAYTON, WHITE, GRUNDY, WEBSTER, BENTON, KING, and LEIGH,

On motion of Mr. LEIGH,
The Senate adjourned.

TUESDAY, FEBRUARY 9.

Mr. BUCHANAN presented the petition of Elizabeth Flicker, widow of Henry Richardson, a seaman who was lost in the Wasp, stating that she had neglected to avail herself, within the period limited, of the benefits of the law passed in favor of the widows and orphans of the officers and crew of the Wasp, and praying that the proper allowance may now be granted to her. Referred to the Committee on Naval Affairs.

Mr. LINN submitted the following resolution, which lies on the table one day:

Resolved, That the Secretary of War be directed to send to the Senate the official report of the expedition of the United States dragoons, under the command of Colonel Dodge, during last summer to the Rocky mountains, with the journal, and map accompanying said journal; making such change in the map as will show the position of the different Indian tribes situated on the frontiers of Louisiana, Arkansas, Missouri, and the northwest frontier.

The bill for the relief of Capt. Augustus A. Nicholson, was read the third time and passed:

The resolution of Mr. Benton was then taken up, and the Senate was addressed at length on this subject by Messrs. LEIGH and BROWN; but before Mr. BROWN concluded he gave way to

Mr. GRUNDY; on whose motion,
The Senate adjourned.

WEDNESDAY, FEBRUARY 10.

A message was received from the President of the United States by Mr. Donelson, his Secretary, transmitting, in compliance with the resolution of the Senate of the 3d instant, a report from the Secretary of War, on the subject of the Indian war in Florida; and

On motion of Mr. GRUNDY,

It was referred to the Committee on Military Affairs, and ordered to be printed.

Mr. SHEPLEY from the Committee on Claims, to which had been referred the petition of Francis Allen, reported a bill making an appropriation of \$4,000 to compensate him and the owners of the ship Cadmus, for bringing General Lafayette to this country in 1824; which was read, and ordered to a second reading.

Mr. BENTON's resolution for the appropriation of the surplus revenue, was then taken up as the special order; when,

Mr. BROWN continued, and concluded his remarks begun yesterday.

After some remarks from Messrs. EWING, of Ohio, WEBSTER and PRESTON,

Mr. PRESTON submitted the following amendment, as a substitute to the original resolution, to come in after the word "resolved."

"That such appropriation as may be necessary for the purpose, ought to be made to carry on the system of general defence, and permanent protection of the country.

Mr. WRIGHT made a few observations, expressing his intention of addressing the Senate, on the general question before taking the question on the amendments; but as the hour was late, he would yield the floor to any gentleman, who desired it.

On motion of Mr. WEBSTER, the further consideration of the subject was then postponed till to-morrow.

The following bills from the House were then severally read the second time, and considered as in Committee of the Whole, and ordered to a third reading.

The bill for the relief of Lieut. Washington Seawell;
The bill to authorize the settlement of the accounts of Marinus W. Gilbert, an army sutler.

THURSDAY, FEBRUARY 11.

Mr. ROBBINS, from the Committee on Naval Affairs, to which the petitions on the subject had been referred, reported a bill to compensate the widows of Com. Preble and of Stephen Decatur, and the widows and children of the officers and seamen who served under them for the destruction of the frigate Philadelphia in the harbor of Tripoli; which was read, and ordered to a second reading.

Mr. SOUTHARD, from the Committee on Naval Affairs, to which had been referred the memorial of Melancthon T. Woolsey, reported a bill for his relief; which was read, and ordered to a second reading.

Mr. TOMLINSON, by unanimous consent, submitted the following resolution, which was considered and agreed to.

Resolved, That the Secretary of the Navy be directed to communicate to the Senate a report of the topographical survey and the soundings of Bridgeport harbor, made by the officers employed under his direction in executing the coast survey during the last session.

Mr. DAVIS, on leave, introduced a joint resolution authorizing the Secretary of War to receive additional evidence in support of the claims of the State of Massachusetts for services, disbursements and expenditures during the late war with Great Britain; which was read twice and referred to the Committee on Military Affairs.

The resolutions submitted some days since by Mr. Tipton, the first directing the Committee on Military Affairs to inquire how far the army of the United States, as at present constituted, was sufficient for the protection of the frontiers and to garrison the forts of the United States; and the second directing an inquiry, whether the pay and emoluments of the officers of the army was a sufficient remuneration for the duties performed by them, were taken up for consideration.

Mr. LINN said that the first resolution was the same, almost word for word, with one on the same subject offered by him some days since, and adopted by the Senate. It had been sent to the War Department, from which no answer had yet been received.

The CHAIR read the resolution which was adopted on the motion of Mr. LINN, and remarked that there was a slight difference between that and the one just offered. The inquiry in the first was directed to the War Department, while that of the second was directed to the Committee on Military Affairs.

Mr. PRESTON observed, that the two resolutions were in substance the same, the mode of inquiry only being different. That introduced by the Senator from Missouri (Mr. Linn) was directed to the Secretary of War, who, in pursuance of it, would give the necessary information to the Senate; while under the present resolution, the committee would necessarily have to obtain the same information from the War Department. It seemed to him, therefore, that the second resolution was unnecessary.

Mr. TIPTON then withdrew his first resolution, and the one calling for information relative to the pay of the officers of the army, was adopted.

Mr. MCKEAN presented the memorial of a large number of citizens of the United States, being merchants and ship-owners interested in navigating the Atlantic Ocean, and east of the United States southward of Sandy Hook, praying Congress to authorize the erection of a light house near Abieon inlet, on the seacoast, in the State of New Jersey; which was referred to the Committee on Commerce.

Mr. BENTON, from the Committee on Military Affairs, reported unfavorably on the petition of Lieutenant Vinton, and the committee was discharged from the further consideration thereof.

Mr. BENTON, from the Committee on Military Affairs, to which the same had been referred, reported without amendment, the joint resolution authorizing the Secretary of War to receive additional evidence in support of the claims of the State of Massachusetts for disbursements, services, &c. during the late war with Great Britain; and

On motion of Mr. DAVIS,

The resolution was considered as in Committee of the Whole, and ordered to be engrossed and read the third time.

HOUSE OF REPRESENTATIVES.

TUESDAY, FEBRUARY 2, 1836.

Mr. HOWARD presented resolutions of the Mayor and City Council of Baltimore, which were referred to the Committee on Naval affairs, with instructions to inquire into the expediency of establishing a navy yard in said city.

Mr. CAMBRELENG, from the Committee of Ways and Means, reported various estimates from the Departments, for fortifications, &c. which were ordered to be printed.

On motion of Mr. TURNER,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of making an appropriation for the defence of Havre-de-Grace, in the State of Maryland.

Mr. TORRILL submitted the following resolution, which, by the rule, lies over one day:

Resolved, That the Secretary of War be requested to communicate to this House, if in possession of the War Department, a copy of the survey, plan and estimates for the construction of a ship canal, to connect the waters of Lake Erie and Lake Ontario, or any information he may possess in relation thereto.

Mr. GALERAITH submitted the following resolution, which, by the rule, lies over one day:

Resolved, That the Secretary of War be requested to furnish to this House, the report of Lieutenant Thompson S. Brown, of the United States Corps of Engineers, relative to the harbor of Presque Isle, with the accompanying drawings and estimates.

On motion of Mr. BEAUMONT,

Resolved, That the Committee on Revolutionary Pensions be instructed to inquire into the expediency of making some provision for the widows of revolutionary officers and soldiers, who were married before, or during the term of the service of their husband.

WEDNESDAY, FEBRUARY 3.

On motion of Mr. CUSHMAN,

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of making an appropriation, for the purpose of erecting one or more wharves at the navy yard, Portsmouth New Hampshire.

The SPEAKER announced the special order; but

On motion of Mr. BRIGGS, and by unanimous consent, the House determined to dispose of several bills from the Senate.

The following bills from the Senate, were read twice and committed:

A bill providing for the increase of the corps of engineers, and for other purposes; and

A bill for the better organization of the corps of topographical engineers.

THURSDAY, FEBRUARY 4.

Mr. PINCKNEY, by unanimous consent, presented a communication from the Secretary of the Navy, in relation to a naval depot in the harbor of Charleston, which was ordered to be printed.

The SPEAKER laid before the House the following communications:

1. A letter from the Secretary of War, transmitting an abstract of the general returns of the militia of the United States; which was laid on the table, and ordered to be printed.

2. A letter from the Secretary of War, transmitting a list of the persons employed in the Indian Department; which was referred to the Committee on Indian Affairs, and ordered to be printed.

3. A communication from the Secretary of the Navy, transmitting a statement of the expenditures of appropriations for the naval service for the year 1835; which was laid on the table, and ordered to be printed.

Mr. THOMSON, from the Committee on Military Affairs, reported without amendment, bills from the Senate, providing for the increase of the corps of Engineers, and for other purposes; and for the better organization of the corps of Topographical Engineers; and the same were committed to a Committee of the Whole on the state of the Union.

Mr. ASH, from the Committee on Naval Affairs, reported a bill for the relief of Captain F. A. Parker; which was read twice and committed.

FRIDAY, FEBRUARY 5.

Mr. CAMBRELENG, from the same committee, reported certain estimates from the War Department asking additional appropriations for the Quartermaster's Department, &c.; which were ordered to be printed.

Mr. JARVIS from the Committee on Naval Affairs, reported, without amendment, the bill from the Senate for the relief of Irvine Shubrick; and the same was committed.

Mr. JOHNSON, of Ky., from the Committee on Military Affairs, reported a bill for the settlement of the claim of the State of Connecticut against the United States, for the services of her militia during the late war; which was read twice and committed.

TUESDAY, FEBRUARY 9.

APPROPRIATION BILLS.

On motion of Mr. CAMBRELENG, the House then resolved itself into a Committee of the Whole on the state of the Union, Mr. Miller in the Chair.

Naval Appropriation Bill.

On motion of Mr. CAMBRELENG, the committee took up the bill making appropriations for the Naval Service for the year 1836.

The bill had before been under the consideration of the Committee of the Whole, and the pending amendment was Mr. CAMBRELENG's to strike out \$950,000 and insert the sum of \$2,000,000, for repairs of vessels in ordinary, and the repairs and wear and tear of vessels in commission, and completing those on the stocks.

Mr. CAMBRELENG withdrew the amendment, so as not to embarrass the passage of the present bill, and especially as the subject would come up in a separate bill to be reported

by the Committee on Naval Affairs. This being the ordinary appropriation bill, and Mr. C. having withdrawn the only amendment pending, he hoped it would pass without delay.

Mr. BELL moved to reduce the several appropriations for the Navy Yards one-half the amount proposed in the bill. Mr. B. read the various items proposed, and maintained that such large appropriations might not be passed, in the prospect of a contingency that might probably ensue. The items were as follows:

For improvements and necessary repairs of the Navy	
Yard at Portsmouth, N. H.	\$67,000
At Charlestown, Mass.	169,000
At Brooklyn, N. Y.	84,300
At Philadelphia, Penn.	11,750
At Washington,	37,500
At Gosport, Va.	167,000
At Pensacola,	64,000

On motion of Mr. MANN, of New York, Committee the then rose, reported progress, and
The House adjourned.

ARMY.

Feb. 29.—Lt. J. H. Simpson, 3d Arty. assigned temporarily to duty in the Commissary's department, to be stationed at Charleston, S. C.

RESIGNATIONS.

1st Lt. and Bvt. Capt. H. W. Fitzhugh, 2d Arty., to take effect 31st Oct. 1836.

Ass't. Sur. S. E. Myers, to take effect 31st March, 1836.

NAVY.

The U. S. frigate Constitution arrived at Smyrna on the 21st of November. The Shark had arrived a few days previous. Both vessels were there on the 11th Dec.

The frigate Constellation, Com. Dallas, Ships St. Louis, Capt. Rousseau, and Warren, Capt. Taylor, arrived at Pensacola, on Saturday 13th ult.

DEATHS IN THE NAVY,

SINCE THE FIRST OF DECEMBER, 1834.

CAPTAINS.	
B. V. Hoffman	Dec. 10, 1834, Jamaica, N. Y.
John D. Henley	May 23, 1835, Havana.
Wolcott Chauncey	Oct. 14, do. Pensacola.
LIEUTENANTS.	
Wm. Taylor	Jan. 13, 1835, Norfolk, Va.
John Evans	Feb. 5, do. Philadelphia.
Samuel B. Cocke	May 31, do. Portsmouth, Va.
David R. Stewart	Aug. 6, do. Girgenti, coast of Sicily.
H. J. Auchmuty	Oct. 8, do. W. Chester co. N. Y.
SURGEONS.	
Gerard Dayers	May 20, do. Roxbury, near Boston
Hyde Ray	Sept. 7, do. Annapolis, Md.
ASSISTANT SURGEON.	
Frederick Wessels	Nov. 15, 1834, At sea, on board the Falmouth.
PURSER.	
George Beale	April 4, 1835, Washington.
PASSED MIDSHIPMAN.	
Wm. C. Farrar	Feb. 24, do. Near St. Louis, Mo.
MIDSHIPMEN.	
John A. Jarvis	1834, Marseilles.
David Irwin	Oct. 8, do. Pensacola.
George Macomber	Nov. 12, do. At sea, on board the Falmouth.
John Banister	June 3, 1835, Rio de Janeiro.
Thos. W. Magruder	July 4, do. Baltimore.
GUNNERS.	
Stephen Jones	Feb. 8, 1834, Norfolk, Va.
Francis Gardner	May 1, 1835, Buenos Ayres.
CARPENTER.	
Elliott Green	Nov. 14, 1834, At sea, on board the Falmouth.
MARINE OFFICER.	
2d Lt. T. M. W. Young	July 7, 1835, New York.

RESIGNATIONS IN THE NAVY,

SINCE THE FIRST OF DECEMBER, 1834.

Names and rank.	When accepted.
Henry De Witt Pauling, Asst. Surg.	1st Dec., 1834.
Wm. H. Burges, Passed Midshipman,	11th Dec., 1834.
R. D. McDonald, Midshipman,	26th Dec., 1834.
Henry C. Hart, do.	29th Dec., 1834.
Albert Wadsworth, do.	19th Jan., 1835, declined.
J. T. S. Collins, do.	31st Jan., 1835.
F. V. Delberghe, do.	14th Feb., 1835.
Charles Burdett, do.	25th Feb., 1835.
Wm. H. Inskeep, do.	20th March, 1835.
Wm. O. Slade, do.	3d June, 1835.
A. B. Eustis, do.	8th June, 1835.
Robert P. Welsh, do.	6th July, 1835.
Wm. H. Pendleton, do.	7th July, 1835.
H. C. Tilghman, do.	24th July, 1835.
Oliver Perry Baldwin, do.	8th Aug., 1835.
Baldwin M. Hunter, do.	20th Aug., 1835.
Alexander C. Blount, do.	19th Oct. 1835.
George Blanchard, Boatswain,	4th May, 1835, as of March, 1835.
Wm. Waters, do.	5th June, 1835.
Christian Nelson, Sailmaker,	7th Aug., 1835.
L. Kervan, (acting) Carpenter,	30th Nov. 1835.
2d Lieut. Edgar Irving, Marine Corps,	27th Feb., 1835.

MARRIAGE.

At Fort Towson, A. T., on the 28th Jan., 1836, by the Rev. Alfred Wright, Lieut. THOMAS O. BARNWELL, 3d Infantry, to Miss CARLOTTE C., daughter of Lieut. Col. VOSE, of the 3d Regt. U. S. Infy.

DEATHS.

At Philadelphia, on the 19th ult., of croup, MARGARET-TA VIRGINIA, in the 4th year of her age, daughter of Lieut. GEO. A. MAGRUDER, of the Navy.

At Leesburg, Va., on the 14th ult., Mr. JOHN M. EDWARDS, late of the U. S. Army, aged 37 years.

At Fort Wood, Bedlows' Island, New York harbor, on the 22d ult., VICTORIA, aged 13 months and 22 days, infant daughter of Dr. T. J. C. MONROE, U. S. A.

In Fairhaven, Mass., on the 21st ult., in the 97th year of his age, Capt. EPHRAIM SIMMONS, an officer of the Revolutionary army.

SHIP BISCUIT.

NAVY COMMISSIONERS' OFFICE, }
18th February, 1836. }

PROPOSALS, sealed and endorsed "Proposals to furnish Ship Biscuit," will be received at this office until three o'clock, P. M., of the tenth day of March next, for furnishing and delivering at the navy yard, Gosport, Virginia, any quantity of ship biscuit, to be made wholly from fine flour of the manufacture of the year 1835 or the year 1836, that may be required during the year 1836 at that navy yard, for the use of the Navy.

The said ship biscuit must be fully equal to the quality, and must correspond in size, to the sample now lodged in the said navy yard by the Commissioners of the Navy, and be subject to such inspection as they may direct—must be in all respects satisfactory to them or the Commandant of the said navy yard, and must be packed and delivered in good substantial and bright flour barrels, with double lining hoops at each head, for which no charge must be made, and in good shipping order, free of all cost to the United States.

On application to the Commandant of the navy yard at Gosport, Virginia, or at this office, printed forms of offers to furnish the ship biscuit, and samples of the biscuit, will be furnished. Should any other form be used, the bidder will be considered bound by the stipulations and conditions of the printed forms, conformably to which the contract and bond will be drawn up.

Ten per centum will be withheld from the amount of all payments, on account of the contract to be made, as collateral security, in addition to the bond to be given to secure its performance, not in any event to be paid, until the contract is in all respects complied with.

Feb. 25—3t

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